## THE MORWALK CATASTROPHE. FURTHER PARTICULARS.

Verdict of the Coroner's Jury, do., do., do.

The wrecks of the cars and engines still remain at the come of the late accident, and judging from present appearances, will not be removed for some days. The ense and tender are still under water, the former emwholly invisible. As the long-expected derrick arrived yesterday, there is a probability of its being removed some time to-day. Various speculations are afloat as to whether it was reversed before it made the fearful plunge into the river, some contending that it will be found so, and others again expressing the opposite opinion. One of the witnesses, who, we believe, is a prac-tical engineer, said that if it should not be found reversed that was no reason for believing that precaution had not been taken. However, this is a point of no material importance upon the great question at issue as to the parties who are in fault.

Dr. Bemis is sufficiently recovered to be able to walk about, and will leave Norwalk to day for Boston.

Miss Griswold passed a favorable night, and hopes are tained of her recovery.

The other injured persons are doing well. Mr. White, one of the injured, went home this morning.

The meeting which was held on Monday near the scene

of the disaster will, it is expected, be productive of the most beneficial effects. The memorial is at present receiving signatures, and has been distributed all over the State. It will soon be presented to the Legislature, and

Dr. Alexander H. Stevens and Dr. Francis, of New York, ave been unremitting in their attention to the wounded as indeed have all the physicians in attendance upon the injured. Too much praise cannot be given to the ladies of Norwalk for the promptness with which they gave their assistance to the injured. Their noble conduct has given Norwalk an amiable character for disinterested ess and true humanity.

The most intense anxiety prevailed yesterday, in relation to the Coroner's verdict, as it was expected it would be delivered sometime during the evening. The jury having closed the investigation on Monday, adjourned till last evening at seven o'clock, to deliberate, and were about three hours in session when they rendered the

VERDICT OF THE CORONER'S JURY. FAIRFIELD COUNTY SS. NORWALK, May 10th, 1853.

The undersigned jurors, being duly empanuelled and sworn according to law, to inquire of the cause and man-ner of the death of Samuel Beach. John C. Gray, Walter French, Norman Parker, Nathaulel Ring, Jr., Michael Reardon, Mrs. A. L. Desauque, Francis W. Sayles, T. M. Hutchinson, Archibald Welch, Ann T. Greene, Butler Wilmarth, Samuel N. Hassard, — Harley, a female in-fant, aged about four months, Oliver Barr, D. W. Dimmock, line Sheppard, Mary Tane, Illen Goss, Ellen S. Bacon, b Vandeventer, William C. Dwight, Joseph M. Hill, John Henry Luhrs, Mrs. J. M. Fluent, Anna R. Lang, John Moss, Frances Harley, Beverly Parker, Miss Mary E. Robbins, James M. Smith, Robert Stonham, Alice Carri gan, Sarah J. R. Hanna, Susan Pomeroy, Mrs. Mary E. Bobbins, Mrs. G. R. Sparks, Josiah Bartlett, Abel L. Pierson, Isaac P. Colbath, Martin Tane, Julia Anderson, David B. Newall, and B. F. Lazier, the death of which said ersons was sudden and untimely, and the cause and namer of which was unknown. Having viewed the odies of the persons above named, and considered the to us, do on our oaths say that all the ons herein before named were drowned in the harbor of Norwalk, at the west opening of the draw in the railroad bridge at South Norwalk, or killed by injuries there received, on Friday, the 6th day of May, A. D 1853, in ther, of the 8 o'clock, A. M., express train from New York. into the harbor at that place, they and each of

hem being passengers in said train. Having thus found, upon our oaths the cause and manmer of the death of the persons above named, the duty perhaps be considered at an end. But an event which has thus suddenly launched so many of our innocent fellow beings into eternity, without a moment's warning, and which has carried desolation and anguish into so many households, seems to require that the details of

therefore, the following facts:—
The New York and New Haven Railroad crosses the harbor of Norwalk at South Norwalk, one thousand and eighty-six feet east of the depot, upon a bridge. In the and fifty-three feet from the next abutment, there is draw, which revolves horizontally upon a central abutment, and leaves, when open, two passages of sixty feet each. This bridge was under the care of William Harford, who was in the employment of the company as bridge tender. By the regulatio s of the company, it was his duty to open the draw for the passage of boats and ressels when they de-sired to pass, without reference to the time when trains were due. This being supposed to be in accordance with the paramount rights of those in the legitimate use of navigable waters, and it was equally the duty of those having the management of trains upon the road to as-certain, before attempting to pass the bridge, and be fore they approached so near that the train could not be stepped, whether the draw was in a condition for them to the draw about forty feet in height, with a cross piece ball about two feet in diameter, containing a light in the night. The regulations of the company required this I to be kept up, whenever the draw was in a condition to be passed by the trains, and lowered before proaching from the east or west, and those having their management saw the ball in its place, they would know that all was right; and on the other hand, if they should not see the ball in its place, they might know

This ball is visible to those running trains, and aparrived within half a mile or more of the bridge—the grade descending to the bridge at the rate of from forty to fifty feet to the mile. But it is not so when the train is ap-

preaching from the west. ...
As the train emerges from the cut at the north which is 3 200 feet southwest of the west abutment of the rashend bridge; the ball is visible, and can be seen obscured by an intervening tree, and cannot be again clearly seen from the train for the distance of about 100 feet; it is then fairly in view for 300 hundred feet further -then it is obscured by a tree for a distance of 100 feet; It is then visible for the further distance of 400 feet, being 1,206 feet from the place where it is first visit ble; from this point it remains obscured until the where it may be seen again for the distance of fifty fee This point is nine hundred and ninety nine feet from the draw. The ball does not again become visible until the train arrives at a point five hundred and sixty four feet from the draw; from this point it remains in view until

If the draw is open, the north end of the draw can be rence the draw was open, and the draw tender was jus about to close it. It had been open about fifteen minutes before, for the purpose of passing the steamer Pacific. The ball was lowered before the draw was opened—was down when the train emerged from the cut, where its down until the train arrived and plunged in.

bout eight minutes; but as the draw-tender was acting pursuant to his directions we do not find that any blame the company were in this respect in accordance with the the more fact that the draw was open when a train

bridge crosses it, rups about north and south. The course of the railroad from the cut spoken of to the depet, and past it, and to a point nine hundred and sefeet from the west abutment of the railroad bridge, is nearly northeast. As the bridge crosses the channel at an right-angle, or nearly so, the road from that point to the bridge necessarily curves very much. Along the line of that curve there are buildings which

hide the bridge and ball from view, as heretofore stated.

The express train to which this accident happened does not stop at Norwalk-all the other trains do. This train left New York at eight o'clock, its usual hour. At Stamford it was about eight minutes behind the time. Little if any time could be gained between Stamford and Norwalk on account of the grades, and it was about the under the management of Charles H. Comstock as conductor, and Edward W. Tucker as engineer. The rules and regulations of the company do not make it the duty of the conductor to observe the signals, or look out for danger upon the road; but that responsibility rests upon the engineer who has charge of the locomotive. The en-gineer is, however, subordinate to the authority of the luctor, in relation to the time and manner in which

When this train emerged from the cut aforesaid, the absence of the ball from the pole upon the bridge was observable, and could be observed most of the distance of thirteen hundred feet from that point, as heretofor stated. The engineer was at his post, the conductor in the second passenger car, and unoccupied, the taking of fare between Stamford and Bridgeport, the only places at which the train stopped, being the work of a few minutes only. The absence of the ball, or signal, was not noticed, or, if noticed, was not heeded. The train descended the grade, and passed the depot, and around the curve, near the commencement of which the absence of the ball was again observable for the distance of fifty feet, at the rate of not less than twenty miles per hour, and obviously without any regard to the condition of the When it had reached within three hundred and sixty nine feet of the draw, and in sight of it, two sudneer, fireman and brakemen, leaped from the train, and it rushed on with unbroken speed into the openng at the draw. There was not sufficient time to break up successfully, and the places at which the engineer and brakeman jumped off, indicate that it was imperfectly attempted, if at all. From the time when the whistle was blown to the time when the locomotive entered the opening, there could not have been an interval of more than eleven (11) seconds. The engine and tender were about forty feet long, weighed about twenty-five tons, and passed in its descent quite across the opening of sixty feet, striking against the pier on the other side. The tender followed, its after end being thrown by the momentum over and forward, so that it fell bottom up on the engine and against the pler. The of the tender, all being thrown to the opposite side of the opening. The second baggage car, which contained a smoking apartment, in which were several passengers, followed next, but got a cant, and, being strongly built, fell off, little broken, to the north side of the draw, and most of them in it were saved.

most of them in it were saved.

The first passenger car plunged into the opening, its forward end crushing in as it fell, and struck upon the baggage car, and its after end falling into the water below. On the top of this fell the second passenger car, burying in the fragments and in the water the occupant orlying in the tragments and in the water the occupants of the first passenger car. About one third of the third passenger car was broken off and hung over the edge of the bridge, the other part remaining upon the track, and staying the course of the two cars which were behind.

In the confusion incident to the occasion, and in con-sequence of the departure of those who were able to leave, it has not been possible to ascertain the number of those who were thus, in an instant, buried in the water and broken fragments of the cars, but it is supposed that over one hundred must have been plunged into the open-

over one hundred must have been plunged into the opening, including those in the smoking car.

We find that all the dead herein before named were of
the name, but we have not been able, from the nature
of the case, to find, and have not deemed it necessary to
find, which of them were killed and which drowned.

We further find that every engineer and conductor on
this road is furnished by the company with a private
time-table, and instructions applicable to the same. And
we find that the engineer and conductor on this train had
been so furnished. The instructions particularly appli been so furnished. The instructions particularly appli cable to this bridge are as follows :-

"All trains must run with care in approaching Norwalk River Bridge. Trains going eastf :om Norwalk Station will move around the curve with exceeding care; and crossing the bridge. They will be held responsible for the safety of their trains."

The immediate cause of this disaster was the gence and recklessness of the said engineer.

1st. In running around the curve at a rate not less, certainly, than twenty miles an hour, when under no circumstances should it have been half that. 2d. In not discovering that the ball was down im-

mediately after emerging from the cut. east of the depot.

4th. In relying, as he says he did, upon the flags of the switch tenders, when he well knew that they were not it sight of the draw, and had nothing to do with it. 5th. In not running even slower than usual when the

track was wet and slippery.

In addition to all this he we'l knew that the draw was

required to be very frequently opened.

In not discovering that the ball was down, we think he was guilty of gross negligence. In running around the stances, we think him guilty of the most criminal reck

At the same time, we do not think the entire respon sibility of this disaster rests upon him.

As we have before observed, the rules of the company do no not make it the duty of the conductor to observe the signals, nor are we prepared to say that they should. that the duty, if imposed upon him, would probably be very imperfectly performed; and it may well be doubted whether anything would be gained by way of safety to the passengers, if the engineer could feel that there was another with whom he might divide the responsibility.

At the same time, we cannot forbear the expression o our opinion, that every careful and prudent conductor will, when not otherwise necessarily occupied, endeavor to see whether the signals are down or not. In this is stance, he admits that he did not, though not otherwise particularly occupied. But he must have known that the train was on this occasion, and habitually, driven round the curve west of the bridge in utter violation of the rules of the company; and this he might and should

Nor do we think the responsibility of this occurrence

The proof before the jury was abundant that the ordinary speed of that train around the curve has never been less than twenty miles an hour, and it is incredible that known that the train did not, in the language of their

rules, " move around the curve with 'exceeding care." We further find that, for the protection of trains approaching from the east, and of all trains from the w stopping at Norwalk, the ball signal was sufficient; inasmuch as trains starting from the depct in Norwalk will not attain much speed before coming in sight of the bridge, that they cannot be easily stopped if the draw should be open; but, for trains coming from the west which do not stop at the depot the signal was insum

But we do not mean to be understood that the enginee was excusable in this instance, in not observing that the that the signal ought to be raised above the summit of the hill, on the east, that it may be more plainly seen, and also, that if this train does not bereafter stop at the depot, a man with a signal should be stationed where he gineer on the train from the west before reaching the

employment, we find as follows:— Said Tucker was employed as engineer on this road about the time it commenced running. (which was about the beginning of the year 1849) by Mr. Mason, the then ommutation train between New York and Bridgemetime in January of that year, an accident occ

in the daytime at Mamaroueck, which caused some confusion in the trains, there being, at that time, but a single track; some little time after the sceident, the train upon which Tuckeriwas employed arrived at Portchester, (which is this side of Mamaroueck,) where it should have waited until the arrival of a train from New Haven; the conductor insisted that the train should go on to Greenwich; Tucker objected, but the conductor asserted him that he Tucker objected; but the conductor assured him that he had sent forward a verbal message to the conductor of the other train, and that it would be all right. He, acthe other train, and that it would be all right. He, ac-cordingly, went on, and a collision was the consequence. The company recognized the conductor as in authority, and did not consider the engineer to blame. For six or eight months after the collision he remained

in the service of the company, but not as engineer—not being able to perform the duties of that office, in consee of injuries received at the time of the collision. He then received from the company a year's salary, and went to California, whence he returned not long since. Not quite two months ago he was again employed as an engineer by Mr. Whistler, the present Superintendent, not to take charge of any particular train, but to relieve other engineers as occasion might require. On the afternoon of the 5th inst., he took charge of this train for the first time, from New Haven to New York-consequently this was his first trip up on it.

Whether he had ever before been on any other than a

way train does not distinctly appear.

It did not appear that this engineer had, on the morn ing of this fatal occurrence, been reading a newspaper while the train was under way; but inasmuch as it was proved before us by the fireman that he has seen other engineers doing so, we cannot permit such a practice to pass without the severest condemnation. If there is any one man who, of all others, is bound to give his undivided attention to his business, it is him upon whose constant vigilance the safety of so many precious lives depend. He has no right to pre-sume that because his track is clear for the time being, it will necessarily continue so another moment, or that some accident may not happen to his train, requiring in an instant the exercise of all his powers, both of body

directions given by the conductor to the engineer, as to the rate of speed at which he should pass through Norwalk on the morning of this accident, but after the most careful inquiries which we have been able to make, we

do not hesitate to pronounce them mere fabrications.

The Legislature now in session, having appointed a committee to investigate this matter and report thereon, we do not feel called upon to make any recommendation

to that honorable body.

HENRY SELLECK, Foreman.

JOSHPH W. HUBBELL,
EDWARD W. STUART,
LUPERIIA L. BEEBS,
CRIARIES MALLORY,
SAMUEL E. OLMSTEAD,
FREDERICK BRADLEY.

E. St. John Lockwood.

[The late hour at which we received the foregoing verdict, prevents us from indulging in any remarks in refer-ence to its character, and the manner in which the not delivered into the hands of our reporter at Norwalk until 10 o'clock last night, and reached our office at halfpast 12 this morning. Had it not been for the kindness of Mr. Warner, one of the jurors, who furnished our reporter with an additional copy, its publication would have been delayed one day at least. To him therefore, and to many others, we beg leave to return our thanks for the facilities which they have afforded us

AN ACT OF TRUE HEROISM. Among the acts of heroism by which this catastrophe was distinguished was one deserving particular mention. A young man named Brook Carroll, who saw the train make the fatal plunge, leaped into the water and swam a distance of about a hundred feet to a boat which was moored near the bridge. Cutting the rope by which it was held, he rowed to one of the sinking cars, and saved nurse. Then, with a strength which appeared almost incredible, he broke in the sides and top of the car with an axe, and rescued several others. His feelings at the time were of the most painful character at the horrible sight presented by the struggling and dying occupants of the car, whom he told us he could see distinctly endeavoring to force their way through the windows or the roof, some with their faces horribly mangled by the broken fragments. It was a scene which might appal the bravest, yet the noble fellow continued, even after all attempts to save were useless, to remove the bodies in his boat Had he any person to assist him as efficient as himself a still larger number would have been saved; but he was was sufficient to accomplish the fatal work. He remained at the work until his almost superhuman exertions had fact, until assistance was useless. When he landed Mr. Harris, overcome with gratitude towards his presented his purse as a small recompense for the invalu-able service he had rendered in saving his life and the lives of his children; but Carroll, with a true manly feel ing, refused to receive any reward, satisfied with the considered his duty. Seeing that he could render no further aid, he hastened home to change his clothes, which were completely saturated. An act of heroism like tais is deserving of a more substantial reward than more praise, and should be marked by some public testimonial. It is true the act was prompted by a noble impulse, and not by any mercenary feeling, but there is a way of rewarding such conduct without making it offensive to the recipient.

Mr. Carroll, at the time of the accident, was in company with Mr. O 8 Ferry, and preparing to go on a shooting excursion. He is at present living in Norwalk, to which town he removed about a week since, from his former residence at Brooklyn. We can ill afford to lose such gallant fellows, and cannot but enry Connecticut the valuable citizen she has gained in the person of Mr. Carroll. ing, refused to receive any reward, satisfied with the

The Dead,

The Dend,
Dr Josiah Bartlett was an old resident of Strathsm.
New Hampshire, and widely known in the Eastern States as a physician of distinguished abilities. In the first list of the killed, it was stated that Dr. Bartlett was from Concord, Mass. It now appears that there were two physicians of that name.

TO HON. ARRON N. SKINNER, MAYOR OF THE CITY OF NEW HAVEN:—
SIR—We, the undersigned, citizens of New Haven, deeply impressed by the late catastrophe at Norwalk as well as by similar events in other parts of our country, to invite an early meeting of our citizens. for the purpose of memorializing the Legislature of the State, now in accision, that they may in their wisdom adopt and prescribe an effectual system of preventive vigitance for the greater security of human life upon our railroads.

W. Hillbouse.

S. D. Pardee.
Will H. Elis.

James Brewster.
Charles Robinson.

N. B. Ives.

El William B. Brists.

Charles Robinson.

N. B. Ives.

Charles Shalton.

Charles Shalton.

Charles Shalton.

Thomas R. Trowbridge.

J. Day.

E. T. Fitch.

B. Silliman, Sen. and Jr.

In compliance with the preceding request, I respect-

In compliance with the preceding request, I respect fully invite the citizens of New Haven to meet at the Common Coupeil chamber, on Tuesday, May 10, at four oclock P. M., to take into consideration the subjects proposed.—May 8, 1853. A. N. SKINNER, Mayor.

The Collision on the Paterson Rallroad. The three unfortunate brakemen—Griffin,O'Garrow and Van Cleet—who were injured on Monday evening by the

collision, were all living at a late hour last evening Van Clest. The two last named are in the City Hospital and yesterday afternoon a consultation of surgeons was held for the purpose of adopting such measures as might be desmed proper for the relief of the sufferers.

Workmen were busily engaged the whole of yesterday

in clearing the track of the ruins of the two trains with which it is encumbered, and in order that the traffic night not be stopped, a temporary road has been laid on one side, by means of which the trains are enabled to travel up and down beyond the scene of the late unfortubeen made, that part of the road where the collision took car of the down train, the two former showing evidently that the collision must have been tremendous. So vio

ONE WEEK LATER FROM CALIFORNIA. The Daniel Webster at New Orleans.

Total Loss of the Vanderbilt Steamer S. S. Lewis.

EXPLOSION OF THE STEAMER JENNY LIND.

Fifty or Sixty Persons Scalded -- Twenty Dead. The Office-Seekers in Washington The Pacific Railroad Surveying Expeditions.

Fatal and Destructive Tornado in Virginia.

RAILROAD AFFAIRS-MARKET REPORTS. &c., &c., &c.

The California News.

New ORLEANS, Monday night. May 9, 1853. The steamship Daniel Webster has arrived at this port from San Juan.

She brings San Francisco dates of the 16th of April, one week later than previous advices by the El Dorado at New York, having connected with the Pacific steamship Brother Jonathan, which left San Francisco on the above

The news is of very little importance, with the exception of the loss of the Vanderbilt steamship S. S. Lewis, which ran ashere in going from San Juan to San Francisco, and was unable to be got off.

The S. S. Lewis went ashore north of Bolinas Bay at three o'clock in the morning, and it being found im possible to get her off, all the passengers, four hundred in number, were safely landed, together with nearly all the baggage; but the vessel, a considerable quantity of specie, and the ship's stores, would prove a total loss. The loss was estimated at \$200,000, on which it is

thought there was no insurance.

The steamer Jenny Lind exploded near San Francisco. Fifty or sixty persons were terribly scalded, of whom twenty were dead, including seven children and one whole family—Noah Ripley, his wife and three children.

At the time of the explosion the Jenny Lind was going from Alviso to Sau Francisco, having 130 pas-engers on board, mostly fr m San Jose. The survivors and the remains of the unfortunate victims were take on to San Francisco by the steamer Union.

The markets generally were very little changed since the departure of the Columbus, on the 9th.

The mining intelligence is of a favorable character.

The Senate bad rejected the bill for the extension of he city front of San Francisco, previously passed by the

The act extending the provisions of the fugitive slave has for another year, also an act for the incorporation of railroad companies, had passed the Legislature. THE MARKETS. The San Francisco markets were quiet, and prices show a decline on some articles. Flour was selling at prices ranging from \$9 to \$11 per bbl. Pork was tending down

ward, the quotations for mess being \$30 a \$32 50; hams 20c. s 24c. per lb. Butter, 35c. a 37c. Adamantine can-

dles, 38.

SHIPPING INTELLIGENCE.

Arrived at San Francisco April 10—Ships Flying Childers. White. Boston. Dec 18: Jacob Bell. Killman, New York. Dec 8: bark Storm. Roberts do Dec 21; 11th, ships Bald Fagle. Dumareaq. New York Dec 25: Anna Kimball, Pike, New York. Nov 28: Flostwood, Dale, Boston, Dec 2, Huron, Cunningham, Boston. Nov 3.

SECRETARY MARCY OVERRUN BY OFFICE SEEKERS -THE SURVEY OF RAILBOAD BOUTES TO THE SPECIAL CORRESPONDENCE OF THE NEW YORK HERALD.

WASHINGTON, May 10-9 P. M. anxious concourse desirous of seeing Secretary Marcy and imparting a few last words previous to the final seleclieve is to take place to-morrow. The Governor did not appear to care a great deal for the pleasure of meeting his fellow-citizens, as the door of his room was only opered at long intervals to admit a favored few. Towards three o'clock the doors were thrown open, and the crowd were permitted to have a private interview with satisfactory, as every ore heard his neighbor's business

There was no cabinet meeting to-day.

Of the four parties to be detailed under the direction of the War Department, to make surveys and explorations of the various routes to the Pacific, the organization of the party under Mr. Stevens Governor of the new territory of Washington, has already been published The instructions were to-day given for the second party. is to be composed as follows :-Lieut R S. Williamson and Lieut J. G. Parke, of the corps of Topographical Engineers, and Lieut. G B Anderson, of the Infan'ry, also, one mineralogist and geologist, one philologist and The selection of the individuals to fill these positions has not yet been made. This party will survey and exolore Gila through Walker's Pass, examining the country outhern survey, as Mr Stevens' will be the most north ern. The parties under Capt. Gunnison, of the Topogra phical Engineers, and under Lieut. Whipple, assisted by Lieut Ives, of the same corps have not yet been or. ganized, nor has it been determined what routes they are to survey and explore. They will probably receive their

instructions during the week.

It is said that Brevet Colonel Mansfield, of the Engineer corps, has been appointed Inspector General of the Army. The government has determined not to attempt to use force in the subjection of the Florida Indiana, but to proseed with the surveys of the lands there, believing that all that is necessary is to convince the Indians that the process of settlement is to go on quietly, in order to in-duce them to give up their hostic demonstrations and accept of terms to peaceably join their friends west o

Arkansas
Samuel Dutton has been appointed Postmaster at Brat Mr. Constable's declination of the Solicitorship of the Mr. Constable's declination of the Solicitorship of the Treasury was received yesterday. It is strange that Mr. Constable should have permitted his friends to press his caim for an omce just for the vanity of declining it X. Y. Z.

FROM THE REGULAR NEWSPAPER AGENT THE ALBANY POST OFFICE CONTROVERSY-THE CAPITOL EXTENSION-THE LIQUOR LICENSE QUES-

Jeremiah Osborn has been taken up as a compromis or the Albany Post Office, in case the cabinet fall to

agree on either Johnson or French The Attorney General having decided that the contracts or the materials for the Capitol extension are valid, and jeut Miegs having, after a thorough examination, de cided that the foundation walls are substantial enough to build upon, the marble cutters resumed their labors esterday morning and other artizans are to resume

eard of Aldermen have resolved, by a vote of ten is submit the question of license for the sale of ling liquors to the vote of the citizens, next

THE GARDNER TRIAL.

Washington, May 10, 1853.

The examination of Capt. Doubleday was resumed and the description of his route to the mines continued. From Arrage Seco proceeded in a southeasterly direction to the rivers Carjosal and Aguela, and thence to La Florita, a distance of twenty-two miles these to D. Florita, a distance of twenty-two miles, thence to Du

Mr. May said he was then near the mines of Jalpan and proposed to examine only a little further; but the Court would not permit it.

Capt. Hunter was then recalled—Saw a paper purport-ing to be a mining title, in the office of the alcade of La-

Court would not permit it.

Capt. Hunter was then recalled—Saw a paper purporting to be a mining title, in the office of the alcade of Laguinillas; the document was composed of two papera, one dark, the other light colored; the light colored paper was between the dark sheets; all were torn alice, to the right and left of it, so that when placed together the rents exactly coincided; the light paper was not, however, torn; also saw, stains, which differed in the two papers; did not know whether the dark paper related to the mining title or not; is going to the mines, went due south from Laguinillas six miles; thence south of southwest five or six miles, to Arrago Seco; thence southeast to the river Cariscol, eleven miles, which was the first atream of water he met and it ran in a southwasterly dissection.

Captain Partridge re-called.—Concurred mainly with Captains Doubleday and Hunter, as to the direction distances and position of objects on their routes to the mines. The Ro Verde Mining title signed by the Frefect Manuel Verastequi and his Secretary Guiterres, being shown witness, said he identified it, and Mr. May offered to prove by the witness the correspondence of John Charles Gardner with Verastequi long subsequent to the authentication of these papers, and Verastequi's declarations upon the subject, giving the whole history of the scheme from the commencement.

2. The defence objected and stated, in the course of his argument, that these very men who were accussed of plutting with Sardner retained their offices under the Maxican government to this day.

The Court ruled out the evidence upon the same grounds on which the letters were excluded.

2. Judge Aguillar was recalled and questioned in regard to Hulcis' testimony. He positivels denied that he ever told Hulcis that he had been offered in New Orleans by the government, \$12,000 to \$15,000; or that he told him if Dr. Gardner would give him \$20,000 he would go home; or if Dr Gardner would give him \$20,000 he would go home; or if Dr Gardner would give him

Non arrival of the Cambria at Hallfar.

HALIPAX, May 10, 1853. The royal mail steamship Cambria is now in venth day out and about due at this port, but a very thick fog prevai's, with rain, so that we can surrely see s yard ahead; there is, therefore, no chance for her to-

Very Interesting from Norfolk.

SEVERE TORNADO IN VIRGINIA—FOUR PERSONS
KILLED AND MANY INJURED—STEAMBOAT
WEECKED, ETC.

NORFOLE, May 10, 1863. A great tornado has passed over the lower part of Princess Anne county, Virginia. A number of houses were swept off, and everything was prostrated. Four lives were lost and many persons wounded.

The steamer Bladen, from Baltimore for Wilmington,

has been wrecked on Kelly Hawk. The machinery was

MEETING IN FANEUIL HALL—CONTEMPLATED OPPO-SITION TO NEW YORK ENTERPRISE.

Bosron, May 10—11 P. M. A meeting was held in Faneuil Hall this evening to advocate the Hoosac tunnel project. The Hon John H, Wilkins presided, with twenty-right Vice Presidents and three Secretaries. Speeches were made by the President, J. C Conver.e. F. H. Derby, Col. Hadley, of Troy, and

The meeting broke up about 10 o'clock. The attendance was not large.

Items from Baltimore.

FURTHER FROM TEXAS—BATIMORE CITY AND THE SUSQUEHANNA BAILROAD — DEATH OF LIEUT. TOTTEN, ETC.

BALTIMORE, May 10, 1853. New Orleans papers of Wednesday last came to hand this afternoon, the Post Office having neglected to for-ward them this morning. Rio Grande correspondence represents everything as unusually quiet and peaceful in that quarter. Caravajal was still under arrest at Fort

Brown.

The bill authorizing the Baltimore and Susquehanna Rail can Company to extend their road to tide water on the Patapace Snally passet the Legislature to day.

The steamer Palmetto from Charleston, arrived here this afternoon. Lieutenant Totten of the Second Regiment U. S. Artillery, died on board early this morning.

Arrival of the Steamship Genova at Quebe Queue: May 9, 1855.
The screw steamship Genova, the pioneer of the new line between Liverpool and Montreal, arrived here at 3 o'clock to-day, in a passage of 20 days from Liverpool.

Sale of Canal Lands in Illinois Chicago, May 10, 1853.

The sale of canal lands commenced vesterday, prairie and bringing from 34 a \$5 per acre and timbered \$8 a \$16, being an average of 70 per cent above the appraisement.

Large Fire at Bridgewater.

Bosrow, May 10, 1853.

The iron rolling mill and foundry of Mesars. Lazelle Perkins & Co. at Bridgewater, was destroyed by fire last night. The loss is estimated at \$60,000—insured for \$19,800, of which \$8,600 is at the Etna, Protection, and Hartford companies, of Hartford.

Charleston, May 10, 1853.
The steemship James Adger, Captain John Dickinservived here from New York at 10 o'clock last night.

New Orders May 10, 1853.

The steamahip Black Warrior sailed from Mobile for New York, via Havana, yesterday, full of passengers. The Cherokee leaves here to-morrow for the same ports.

Markets.

New ORLEANS, May 9—P.M.

Cotton—Sales to day 3,000 bales. The market has been heavy, under the letters per Baltic and prices are \$6.0 lower ob ordinary qualities. Middling is quoted 93cc. The receipts to day have been 4 000 bales, and the exports 6 500.

New ORIEANS, May 10—Noon.
Cotton has been heavy this morning, the sales barely reaching 800 baise. Dealers are anxiously awaiting the advices per Hermann or Cambria. The stock of cotton bere is decreasing, it now amounts only to 190,000 bales. Freights to Liverpool are dull at 3.d. Rio coffee is firm, 1,000 bags sold at 9c.

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New ORLEANS, May 10—P.M.

Cotten—Sales to day 5,000 bales. Market heavy. Midling is quoted at 9%c. The increased receipts at New
Orleans over same date last year amount now to 237,000
bales, and at all the Southern ports to 264,000 bales.

bales, and at all the Southern ports to 294,000 bales.

BUFFALO May 10, 1855.

The following have been the receipts of the last twentyfour hours:—Flour. 8,500 bbls.; wheat, 26,000 bushleig,
corn, 95 000 do. Flour firm, with a moderate business
aoing; sales 2 500 bbls, at \$1 12 a \$4 31½ for Onio, and
\$1 12 a \$4 25 for Michigan. Wheat steady, with a moderate inquiry: 10.000 bushels were sold at \$1 09½ for
thio, and \$1 4 a \$1 35 for Michigan. Corn is not so acjive, but is without shange to notice: sales 11,000 bushels at 52 a 53c. for Western mixed. Flour freights 52c.

## ANNIVERSARY WEEK.

The Proceedings of the American and Foreign Christian Union, the New York Colonization Society, and New York and American Sunday School Suion.

THE FIVE POINTS SABBATE SCHOOL. &c., &c., &c.

Fourth Anniversary of the American and

Foreign Christian Union.

This anniversary was celebrated yesterday morning at Metropolitan Hall. The body and galleries of the edifice metropostan Hall. The body and galleries of the edifice were crowded to excess by a highly respectable audience, the majority of which was composed of ladies. The plat-form was occupied by about one hundred and fifty reve-rend gentlemen. The Rev. Dr. De Witt, of the Reformed

The exercises were commenced by singing the following

hyms, the audience standing:

O thou that hearest prayer,
Attend our humble cry!
And let thy servants share
Thy blessings from on high.
We plead the promise of thy word,
Grant us thy Holy Spirit, Lord.
If earthly account parameters. If earthly parents hear
Their children when they cry;
If they with love sincere
Their children's wants supply;
Much more wilt thou thy love display,
And answer when thy children pray. Our Heavenly Father, thou,
We, children of thy grace;
Oh. let thy Spirit now
Descend and fill the place;
So shall we feel the rieavenly flame,
And all unite to praise thy name

The Rev. Dr. Palmer, of Albany, then read the seventh chapter of the prophecies of Daniel, commencing at the fifteenth verse, and offered up a prayer besecting the Almighty to bleas their proceedings.

The Ireasurer's report was then read by Mr. Vernor, the substance of which is embodied in the following abstract of a report read to the meeting by the Rev. Dr. FARCHLO

stract of a report read to the meeting by the new. Dr. FAIRCHILD:—

The receipts of the society during the year ending April 1 were \$67,567. being an advance on the proceeding year of more than \$11,000. The expenditures were \$65,742, being \$10,000 more than they were in the year ending April 1, 1852.

The number of missionaries, missionary agents, and other laborers in the service of the Society, at home and abroad, was 118 last year, being eight more than were employed in the year preceding.

The society has been called to mourn over the loss of one values agent. Rev. Edward Fairchild, and, three Vice Presidents, Rev. Drs Milledoler and Wylis, and the Hom. Amos Lawrence.

Presidents, Rev. Drs. Milledoler and Wylie, and the Hom. Amos Lawrence.

The brief statistical statement just given shows that the society is advancing steadily in its work; but when the rapidly increasing Romash population, among us (almost wholly from immigration) is considered and the wany open doors for the spread of the Gospel in Papal countries abroad the Board deplore that they cannot report a thousand laborers in the nome field, and five hundred in the foreign.

The report then proceeds to indicate some "signs of the times," which should oreate deep apprehension, and call for increased effort on the part of the friends of the pure Gospel.

call for increased effort on the part of the friends of the pure Gospei.

I. In the Protestant world there is the developement, in some churches, of a spirit of formalism—of a disposition to seek for Christian dootrine and modes of worship, not simply and exclusively in the written Word of God. but in the reported dogmas and practices of the Church in the early and even middle ages. The aid of the "Historic Church," as it is termed is called in to supply the teachings of the "Apostelic Church." By this door errors of the most dangerous and subvraive nature are creeping in. This is seen in some churches in Great Britain and Germany, as well as in our ewn country.

nature are creeping in. This is seen in some churches in Great Britain and Germany, as well as in our ewn country.

If In the Papal world there have been developments of a very marked character within the last few years—

1. There has been an extraordinary increase of Mariolary, or worship of the Virgin Mary, and the dogma of her immaculate conception bids fair to be established authoritatively before long.

2. There has been a wonderful recurrence to false and base miracles. There has been nothing like this since the Reformation, in the sixteenth century.

3. There has been an extensive revival of the spirit of intolevance and persecution The Universal and other leading Romish journals, openly defend, and even advocate persecution and the employment of coercion on the part of the civil power to repress heresy. The old pretensions of the Papacy are put forth with boldness.

4. Rome seeks to gain possession of as large a portion as possible of the education of the youth of this country. There is a widely ramifying achence for the accomplishment of this, as her movements in Boston, Noe Y York, Jersey City Detroit, Chicago, Cincimati, Pittaburg and Baltimore fully prove. She now opposes the public schools, and calls them godless. A few years ago she opposed them as sectarian because the Bible was read in them. What she desires, when expressed in plant Regulats, is, to have the aid of the School Fould to sustain here sectarian schools.

III. But there are signs that are unfavorable to Rome.

sectarian schools.

III. But there are signs that are unfavorable to Rome, and as nounce her coming downfall—

the masses especially of the mid-

1. She is alicating the masse, especially of the middle and industrial classes—even of her own children—in many countries by her unequivocal preference of despotism to all true liberty, civil or religious, wherever she dares to act according to her natural instincts.

2. Her oppressive and intolerant course is giving depth and scibility to the good work going on in France, Belgium, Sardinia, Ireland and Canada.

3. The persecution of the Madial and others in Florence and eisewhere, for possessing and reading the sacred Scriptures, and endeavoring to impart to their frieeds and others their convictions on the subject of religion is opening the eyes of thousands to the essentially wicked and odious character of kome, and her opposition to the true Gospel of Christ.

Gospel.

5. Never for two centuries has there been so much success in spreading the truth in papel lands as during the last ten years, in France, Belgium, Italy, Ireland and

success in spreading the truth in papal lands as during the last ten years, in France, Belgium, Italy, Ireland and Canada.

6. Rome has neither been able to "shut the door" in some portions of what she considers as her own domain, nor to prevent it from being opened in others.

7. The apritt which her efforts to overthrow our public schools have called forth in Detroit, Cincinnati, and elsewhere, has been such as ought to convince hor that har attempt is hopeless, and to encourage our confidence in the cause in which we are engaged.

8. There are many influences at work in this country which render it very difficult for Rome to keep her people in chains of darkness; hence that "awful falling away" of which Father Mullen spoke of in his letters to his friends in Ireland last year.

9. And lastly, it is a most encouraging indication that God has given to England and these United States the two most Protestant countries in the world, such wast facilities and means for the spread of the truth. The colonial world is theirs; theirs, too, is most of the commerce of the world. To them He is giving an immense portion of the wealth of the world. The vast gold mines of California and Australia belong to them. Why is all this fit be not that God has a great work for them to do?

In view of all this, we may well say, as the prophet of old did to his servant—"Ferr not, for they that be with us are more than they that be with them."—2 Kings, vi , 16.